

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXII. No. 8998. 第一廿月四日大十七百八十一英

HONGKONG, FRIDAY, APRIL 21, 1876.

日廿月三日子内

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, *Clement's Lane*, *Lombard Street*, *George Street*, 30, *Cornhill*, *GORDON & GOTCH*, 121, *Holborn Hill*, *E.C.* *BATES, HENRY & Co.*, 4, *Old Jewry*, *E.C.* *SAMUEL DEACON & Co.*, 150 & 164, *Leadenhall Street*.

NEW YORK.—ANDREW WIND, 133, *Nassau Street*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—*GORDON & GOTCH, Melbourne and Sydney*.

SAN FRANCISCO and American Ports generally.—*BEAN & BLACK, San Francisco*.

CHINA.—*SWATOW, QUELCH & CAMPBELL, Amoy, GILLES & Co., Foochow, HEDGE & Co., Shanghai, LIAO, CRAWFORD & Co., and KELLY & Co., Manila, C. HENKES & Co., Macao, L. A. DA GAMA*.

BANKS.

COMPTOIR D'ESCOMPT DE PARIS.

INCORPORATED BY NATIONAL DECREES OF 7TH AND 8TH MARCH, 1848,

— and —

BY IMPERIAL DECREES OF 25TH JULY, 1864, AND 31ST DECEMBER, 1866.

Recognized by the
INTERNATIONAL CONVENTION OF
30TH APRIL, 1862.

Bances. & Sterling.
PAID-UP CAPITAL, ... 80,000,000 3,200,000
RESERVE FUND, ... 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall St.,
E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.
LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the offices.

CHR. DE GUIGNÉ,
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.
RESERVE FUND, ... 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLIOS, Esq.
Deputy Chairman.—AD. ANDRE, Esq.

J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPPIUS, Esq. F. D. SASSOON, Esq.
A. MOYER, Esq.

CHIEF MANAGER.

Hongkong, ... JAMES GREGG, Esq.
Manager.

Shanghai, ... EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG:

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREGG,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East, Hongkong, February 17, 1876.

ON SALE,

THE

CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference, Hongkong, April 15, 1876. sp27

BY

WILLIAM FREDERICK MAYER.
Price: 2s.

Shanghai, ... KELLY & Co.
Hongkong, ... "CHINA MAIL" OFFICE

Notices of Firms.

NOTICE.
I have this day authorized Mr J. Y. V. SHAW to sign my name per procura-
tion.

A. MACG. HEATON.

Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-
partnership from the First day of
January, 1876, in the Business of Ship-
brokers at this Port, under the style of
MORRIS & RAY.

A. G. MORRIS.
E. G. RAY.

Bank Buildings,
Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our
Firm at Haiphong and Hanoi. Mr
E. CONSTANTIN is authorized to sign by
procuration in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

NOTICE.

THE Interest and Responsibility of Mr
OTTO CHRISTIAN BIEHN in our Firm
in Hongkong and China ceased on the 31st
December 1875.

W. M. PUSTAU & Co.

Hongkong, April 10, 1876. sp23

NOTICE.

THE Undersigned has been appointed
SURVEYOR to LLOYD'S REGISTER
at this Port.

R. H. CAIRNS.

1, Club Chambers,
Hongkong, April 20, 1876.

NOTICE.

I HAVE this day Established myself as
GENERAL COMMISSION AGENT
at the Ports of Takow and Tsinan.

P. F. DA SILVA.

Formosa, April 1, 1876. my1

NOTIFICATION.

IT is herewith notified that a CUSTOM
HOUSE has been established at
HOI-HOW (海口), the Treaty Port of
KIUNGCHOW (欽州), and has been
opened for transaction of business under
this day's date.

H. O. BROWN,
Commissioner of Customs.

Kiungchow Customs,
Hoi-how, April 1, 1876. my8

NOTIFICATIONS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

DURING my absence from Hongkong
the MANAGEMENT of the above
Company's Station will be TAKEN
by Mr C. H. JESEN, who has been
appointed ACTING SUPERINTENDENT.

A. SUNSON,
Superintendent.

Hongkong, April 6, 1876. my8

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

I BEG to notify that I have been appointed
ACTING SUPERINTENDENT for
the above Company's Station at this Port
from this date.

CARL CHR. BOJESEN.

Hongkong, April 6, 1876. my8

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.
A SPECIAL AGENCY of the Company has
been opened in LONDON, under the
management of Mr WALDREK SCHMITT,
at 3, St. Michael's Alley, Cornhill.

By Order,

W. H. RAY,
Secretary.

Hongkong, March 28, 1876. sp28

ST. JOHN'S CATHEDRAL CHURCH.
Annual General Meeting of Seafarers.

THE Annual General Meeting of the Seafarers
of St. John's Cathedral Church
will be held at the Vicar's on Thursday,
the 27th day of April instant, at 4.30 p.m., for
the purpose of electing two Trustees for
the ensuing year, and for passing the
accounts of the Treasurer, under the
provisions of Clause 4 and 10 of Ordinance
No. 2 of 1847.

EDMUND SHARP,

Trustee and Treasurer to the Body of Trustees.
Hongkong, April 15, 1876. sp27

WANTED.

A N Experienced European FEMALE to
accompany a Family with 3 Children
to England. Terms, a free Passage.

Applications to be sent to the Office of
this paper, addressed "A. B. O."

Hongkong, April 11, 1876. my1

Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are
capable of DOCKING any size VESSELS
requiring this Port, and executing any
REPAIRS required.

A large quantity of SPARS, LUMBER,
IRON, COPPER, YELLOW METAL, &c., &c.,
always kept in Stock at cheap rates.

Length of Dock, ... 455 Feet.

Breadth do, ... 92 "

Depth of Water, Springs, 24 "

do, do, Neaps, 21 "

The following Rates will be charged until
further notice:—

Recooping, including Dockage, Shor-
ing, Labor, Felt, Pitch, Tar and Oakum,
60 cents per Sheet.

Painting Iron Steamers, including Dock-
age, 2 Coats Paint and 1 Coat Tallow, 35
cents per Ton Gross Register.

Painting Iron Steamers, including Dock-
age, 1 Coat Paint and 1 Coat Tallow, 30
cents per Ton Gross Register.

For further particulars, apply to

W. B. SPRATT & Co.

9, Praya-East.

Hongkong, April 20, 1876.

Spanish Consulate, Hongkong.

TENDERS for the CONSTRUCTION of
SIX BOILERS for Spanish Men-of-
War will be RECEIVED at this Consulate
until the 22nd April next, at Noon.

No proposition will be admitted if it
exceeds the price fixed by Government and
do not agree with the Form, Conditions,
and Plans, which will be exposed at the
Office of the Consulate every working day
from 11 a.m. to 3 p.m.

A. FARAUZO,
Consul for Spain.

Hongkong, March 31, 1876. sp22

HONGKONG, CANTON, AND MACAO STEAM-BOAT COMPANY, LIMITED.

FIRST Class Fare on the Hongkong and
Canton route has been Reduced to \$3
for Single trip and \$5 Return.

By Order,

P. A. DA COSTA,
Secretary.

Hongkong, April 1, 1876. my8

NOTICE.

THE OFFICE of the Undersigned has
been REMOVED to No. 1, QUEEN'S
ROAD, corner of Ice House Lane.

W. H. NOTLEY,
Agent, Messrs. Henry S. King & Co.,
London.

Hongkong, April 15, 1876. sp29

For Sale.

SAYLE & Co. have opened
their first delivery of New
Goods for the coming Season, to
which they invite special attention.

Ladies' and Children's Ready-
made Costumes in a variety of
Styles.

Morning Wrappers in Embroidered
Linen, Printed, Cambric, White
Brillante and Muslin. French
Toilet Jackets.

A Large Assortment of Dress
Materials in all the newest
designs.

French Millinery of the latest
fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and
Shoes.

For Sale.

FOR SALE.

THE UNDERTONED LAND AND BUILDINGS.
AT HONGKONG:

INLAND Lot 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$300.48.

Marine Lot 111, WANCHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.

AT YOKOHAMA:

Lots No. 6 and No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses. Area 1,004 Taubos of 36 square feet.

Annual Ground rent, \$63.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Comptrollers' Quarters, Stabling and Fire Engine House. Area, 554 Taubos.

Annual Ground rent, \$164.87 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL,
T. G. LINSTEAD,
Trustees A. Heard & Co.'s Estate,
23, Queen's Road, Hongkong,
Hongkong, February 1, 1876.

FOR SALE.

1 VERY Handsome PHAETON.
1 Set Double HARNESS, nearly new.
1 Set Single HARNESS.

Apply to

L. MALLORY,
No. 2, St. John's Place,
Hongkong, April 19, 1876.

NOTICES TO CONSIGNEES.

RUSSIAN STEAMSHIP RUSSIA,
CAPT. GERARD, FROM LONDON via
SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Goods remaining in store after the 23rd instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given until 4 o'clock this afternoon.

Bills of Lading will be countersigned by

W. PUSTAU & Co.,
Agents.

Hongkong, April 15, 1876.

ap23

FROM SAN FRANCISCO.

THE S. S. Vancouver having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents, S. S. Vancouver.

Hongkong, April 17, 1876.

ap24

FROM BANGKOK.

THE S. S. *Beailey*, Captain BUCHANAN, having arrived from the above Port, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 18, 1876.

ap25

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. ANTONOR, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 26th Inst., for shipment per S. S. *Glencore*.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1876.

ap26

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer *Antenor* are hereby notified that the Cargo is being discharged into craft & landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 19th April, 1876.

Goods undelivered after 26th April, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1876.

ap26

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. MEKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. *Empress*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from Tawnish, the 20th instant, at Noon.

Optional Cargo will be forwarded on notice intimation is received from the Consignees, before To-day, the 18th, at 6 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 26th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Acting Agent.

Hongkong, April 19, 1876.

ap26

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES per Company's Steamer *Thoro* from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godowns. In both cases it will lie at the Consignee's risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for that port.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 5, 1876.

To-day's Advertisements.

FOR MANILA.

The Steamship "GUNGA" will be despatched as above TO-MORROW, at Noon.

For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, April 21, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA"

Captain Nombreux, which left YOKOHAMA on the 19th Instant, for this Port, will take Cargo here for Marseilles, &c.

For Passage and Freight, apply to G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 21, 1876.

FOR MELBOURNE & SYDNEY.

The A 1 British Barque "MARQUIS OF ARGYLE" Captain McKeow, will have immediate dispatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co.
Hongkong, April 21, 1876.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 26th April, 1876, at 2 p.m., at his Sales Room, Queen's Road,—

A Collection of Chinese and Japanese CURIOS, comprising:—Lacqueredware, Enamelled Vases, Cups, Bowls and Jars, Porcelain Vases, and Ornaments, Satsuma Vases, a variety of Bronzes, Ivory and Wood Carvings, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.
Hongkong, April 21, 1876.

POSTPONEMENT OF SALE.

FURNITURE SALE.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

WEDNESDAY,

the 26th April, 1876, at Noon, at the residence of L. HAUSCHILD, Esq., No. 46, Peel Street,—

The whole of his Elegant HOUSE-HOLD FURNITURE, comprising:—Rep. Covered Drawing Suite, Couches, Chairs and Easy Chairs, Centre Table, Gilt Frame Engravings and Mirrors, Card Table, Dining Table, Whatnot, Sideboard, Crockery and Glassware, Cutlery, Plated-ware, Bedstead, Wardrobes, Chest of Drawers, Washstand, Toilet Table and Mirror, &c., &c.

A PIANO.

Catalogues will be issued prior to the Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17.

Hongkong, April 21, 1876.

SHIPPING.

ARRIVALS.

April 21, *Yangtze*, British steamer, 783, E. Schutte, Shanghai April 15, General—SIMSEN & Co.

April 21, *Emerala*, British steamer, 395, E. Thebaud, Amoy April 19, Swatow 20, General—A. MAGG. HEATON.

April 21, *Atlas*, from Whampoa.

April 21, *Asia*, Danish steamer, 880, Molten, Bangkok April 14, Rice.—W. W. PUSTAU & Co.

April 21, *Glamis Castle*, British steamer, 1,688, G. B. Dickie, Saigon April 17, Rice.—ADAMSON, BELL & Co.

April 21, *Victor*, Norwegian brig, 247, Sorensen, Newchwang April 9, Beans.—EDWARD SCHELLEHASS & Co.

April 21, *Keno*, Danish barque, 827, N. L. Norby, Newchwang April 1, Beans.—SCHELLEHASS & Co.

DEPARTURES.

April 21, *Borneo*, for Australia, &c.

21, *Mekong*, for Shanghai.

21, *Mingmoyetha*, for Saigon.

21, *Braemar Castle*, for Saigon.

21, *Anna Bella*, for Newchwang.

21, *Fairy*, for Cetd.

21, *Nemis*, for Manila.

21, *Marlon*, for Tientsin.

21, *Yangtze*, for Canton.

21, *Ningpo*, for Shanghai.

21, *Viking*, for Shanghai.

CLEARED.

Mary Whipple, for San Francisco, East, for New York.

Neyra, for Swatow.

PASSENGERS.

ARRIVED.—Per *Yongtze*, Mr A. G. Morris, and 20 Chinese.

Per *Emeralda*, 63 Chinese, for Hongkong; and 187 for Manila.

Per *Asia*, 20 Chinese.

DEPARTED.—Per *Menzel*, for Yokohama, Mr Niciss and servant, Mr and Mrs Burrow and servant.

Per *Meikong*, for Shanghai, Messrs Poosker and servant, Mord, J. M. and G. T. Postlethwaite.

Per *Braemar Castle*, 28 Chinese.

Per *Bowen*, 48 Chinese.

To DEPART.—Per *Mongolia*, for Singapore, Chuan Chuk Lee, For Bombay, M. Scott and R. K. Erans, For Southampton, Messrs J. Symonds, J. F. Parsons, R. Fairman, Middleton and G. Johnson, Mrs King, 3 children and nurse, Dr. and Mrs Scott and family and native servant. For Venice, Mr. A. Case.

Saturday, 28th Inst.—

5 P.M.—Money Order Office closes. Post Office closes except the NIGHT Box, which remains open all night.

Saturday, 29th Inst.—

7 A.M.—Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 A.M.—Registry of Letters ceases.

11 A.M.—Post Office closes except for Late Letters.

11.10 A.M.; Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage until

11.30 A.M., when the Post Office Closes entirely.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 20

and that they were both very powerful men.

LITTLE further has as yet been heard regarding the wreck of the *Kwangtung*. The Stra. *Douglas*, *Hai Long*, and *Fei Ho* were sent out to the scene of the disaster on Wednesday, at which time the *Emerald* left Amoy. Nothing was known of the accident in that place excepting that they had heard by telegraph from Hongkong. In Swatow it was currently reported that the *Str. Olympia* had been offered \$2,000 to stay by the wreck, but her Captain had thought fit to refuse it.

At the Marine Court to-day, Thos. Sullivan and William Broad, two seamen, were charged with wilfully remaining behind from the French Barque *Noemi*. It appeared from the evidence of the Superintendent of Shipping that the defendants had shipped on board the *Noemi* on the 13th inst., and had each received a month's advance. The first defendant had nothing to say in defence, and the second said he stopped on shore drunk. They were each sent to one month's hard labour.

Tong Ayni, master of the junk *Yung Lee*, was charged with carrying stinkpots on board, contrary to section 1, Ordinance 2, of 1876. The defendant, who said he carried them on board in lieu of muskets, was fined \$1 or two days' imprisonment.

Police Intelligence. (Before the Hon. C. May.)

April 21, 1876.

BURGLARY.

Fan Aping and another were charged on suspicion of having committed a burglary in house No. 30 Second Street, Saigon, and stealing therefrom a quantity of clothes, the property of two women who lived on the ground floor of the house. On the application of Inspector Batten, the case was remanded for enquiry.

A STAGGGER.

John Anderson, a seaman on board the American barque *Jonathan Chase*, was charged with having deserted from the ship. He was arrested by the Police on a descriptive return. The defendant was ordered to be taken on board his ship.

LARCENY.

Two coal-coolies working on board the French steamer *Met-kong* were detected in the act of stealing some pieces of copper pipe. There was no direct evidence against the second prisoner, and he was discharged, but the first was sent to two months' hard labour.

FOND OF BEEF.

Wong A U, an assistant cook at the Victoria Barracks, was caught stealing about eight pounds of beef from the ration supply. Staff Sergeant Wm. Leonard conclusively proved the case, and the defendant was sent to four months' hard labour and to be exposed for one hour in the stocks in the vicinity of Victoria Barracks.

ASSAULT.

William Robert Drew, seaman H. M. S. *Topaze*, was charged with assault. Low A-wah, who described himself as the comprador to Mr. Beaton, stated that about 9 p.m. he was walking in Queen's Road near No. 5 Station with a friend. He heard the sound of some chair coming from behind and walked on one side to get out of the way, while his friend went over to the other side. As the chair passed along, the defendant who was inside of it struck him on the forehead with a cane and inflicted a mark. He also struck out in the opposite direction and hit his friend. A policeman was called and the defendant was arrested. Fined \$1 for each assault.

China.

SHANGHAI. A Szechuan correspondent writes that the Literary Chancellor of that province has circulated very widely among the literati a memorial supposed to have been addressed by him to the Emperor, and strongly hostile to foreigners in tone. Its circulation is said to have given rise to disquieting placards, and to much hostile feeling. It is to be presumed that if the document can be traced to its alleged author, it will be made a matter of complaint against him at Peking. That an official holding such an influential position should venture to circulate an inflammatory document of the kind is rather extravagant.—*N. C. D. News*.

CHINKEE GOODS.

Sales of Piece Goods during the past week have been very unimportant, and this is no doubt owing to the unsteady feeling prevailing in Shanghai; although the dealers say that it is on account of the want of water in the Creeks, which prevents laden boats from approaching some of the principal markets in the interior. The prices given below are merely nominal quotations, at which holders would be glad to sell. *Grey Shirtings*—8d. per piece, *Red Phæasant* Tls. 1.78 a 1.77 per piece, *Blue Globe* Tls. 1.78 a 1.74 per piece, *Pagoda* Tls. 1.70 a 1.71, 7-lbs. *Red Phæasant* Tls. 1.53 a 1.55 per piece. *Horse* and *Jockey* Tls. 1.49 a 1.50 per piece. *T.-cloths*—*Gold Dragon* 7-lbs. Tls. 1.41 per piece. *Silver Dragon* Tls. 1.83 a 1.84 per piece. *Two-Cash* Tls. 1.81 per piece. *Sandalwood*.—The demand being weaker and native holders anxious to clear, the price of best cargo has declined to Tls. 8.00 per picul. *Molua Opium*.—The market is overstocked with inferior quality which is difficult to realize; good to best new is in fair demand at Tls. 480 a 488 per picul.—*N. C. D. News*.

NEWCHWANG.

Messrs. Bush Brothers write on the 3rd inst.—Our port opened for business with the arrival of steamship *Shane*, on 28th ulto—the ice having broken up on 20th ulto. The tug steamer *Little Orphant* came in on 20th, and it is to be hoped the *Filots*, who own her, will be well supported, as she supplies a want which has

frequently been wished for by shipmasters and others. The steamers *Shane* and *Dragon* brought fair quantities of manufacturers, and the stock was increased by the arrivals of sailing vessels also. During the last week, however, the demand has been quite brisk. About 600 bales Drills and 400 bales of other Goods have been placed.

Opium.—*Maiwa*.—The stock was not all

disposed of during the winter, and holders

are now willing to accept Tls. 450, at which rate, however, native consignees

can only dispose of small quantities, and

unlimited credit is asked for.

Trade keeps up, and we quote:—

Beancake.... Tls. 3.70 per 10 lbs.

Pear..... 2.92 " 100 c.

Oil..... 3.70 " 95 c.

Freights.—Tonnage is asked for, but at

much lower rates than generally rule at this season. British barque *Hebe* only

obtained 20 cents for Swatow, with 20 lay days. The only "seeking" vessel in port is British brig *Lantern*.

ACTION TO RECOVER DAMAGES.

Sir Edmund Hornby has been occupied some time in the Supreme Court at Shanghai, with the case of Chang Van Ho and others v. The China Navigation Company.

It was a claim to recover damages instituted

on behalf of Chang Van Ho, owner of the

junk *Yung Chien*; Jen Fho Sun, owner of

cargo on board; and of the crew, against the

British S. S. *Tunis*, and against the

owners of the steamship *Tunis*, intervening.

The amount of damage claimed was

not mentioned in the petition, but bail had

been given for the *Tunis* to the extent of

Tls. 26,000.

The Petition on behalf of the plaintiff

was as follows:—

1.—The late junk or vessel *Hung Chien*, of about 6,000 piculs capacity, and manned and navigated by a crew of 17 hands, all told left Shih-ch-way on the 19th day of the 9th moon of the 1st year of Kwang-su, with two passengers and a cargo of 4,000 bags of salt—of 104 catties a bag—bound to Changsha. The said junk was then and at time of the collision, hereafter pleaded, tight, staunch and strong, and in every respect fit for her said voyage.

2.—At sunset on the 19th day of the 10th moon of the first year of Kwang-su, the said junk (as she was by the regulation or custom bound to do) brought up and cast anchor in the River Yangtze, at a place called E-Yung, about 7 li above the island known as the "Little Orphan, and on the north west side of the river, just below Satchow point, a fit and proper place for junks of the class of the *Hung Chien* to anchor, and there she remained until the time of the said collision.

3.—The said junk exhibited a bright light at her foremast, and the watchman (who is one of the 4 officers of the junk) was on deck on look-out. The night was clear but dark. The wind was a good breeze from about N.W. by W. The current was running comparatively slack.

4.—About 8 o'clock of the evening of the last mentioned day, and under the circumstances above-mentioned, the mast head light of the said steamship *Tunis*, was seen by the man on look-out on board the said junk, about a-head of the junk, and about a third of a mile distant, coming down the river, and round the point which was immediately above where the junk was lying.

5.—A gong was beaten on board the said junk, and her people called up on deck, and the steamer was hailed to keep out on the other side.

6.—The *Tunis* continued her course, and before the junk people could do anything to prevent the collision, ran into the said junk, her stem striking the said junk on her port side, between the second and third masts with great force.

7.—On the collision occurring, the third or main mast of the junk fell on the steamer, and by this mast some people on board the junk scrambled on board of the said steamer; but the crew, or some other persons on board of the said steamship, cut away the mast with an axe, and the said junk sunk immediately afterwards, and two of the people on board of her were drowned.

8.—Steamer partly lowered a boat, but did not render or offer to render any assistance to the junk nor the people on board of her.

9.—The people on board the junk lost all their effects, and the property they had on board of her.

10.—The aforesaid collision and the losses and damages consequent thereon are imputable solely to the improper navigation of the said *Tunis*, and the negligence and default of those on board her, and the same are in no way imputable to the *Hung Chien*, or any person on board of her, who had no power to do anything to avoid or prevent the said collision.

11.—The answer pleaded, as to the 1st, 4th, 5th, and 9th paragraphs—ignorance whether the statements were true or otherwise; as to the 2nd, 3rd, 8th, and 10th paragraphs, a simple denial—except as to the allegation in the 3rd about the darkness of the night, which was admitted. The 6th and 7th paragraphs of the answer were as follows:—

The answer pleaded, as to the 1st, 4th, 5th, and 9th paragraphs—ignorance whether the statements were true or otherwise;

as to the 2nd, 3rd, 8th, and 10th paragraphs, a simple denial—except as to the

allegation in the 3rd about the darkness

of the night, which was admitted.

The 6th and 7th paragraphs of the answer were as follows:—

12.—In answer to the 6th paragraph of the plaintiff's petition, I say that, on the evening of the day mentioned in the second paragraph of the plaintiff's petition, the *Tunis*, while coming down the River Yangtze came into collision with a junk, and struck the junk on her port bow, but whether the said junk was the junk mentioned in the plaintiff's petition, or whether the junk was struck between her second and third masts, defendant has no knowledge. The averment in the said paragraph that the *Tunis* continued her course, and before the junk people could do anything to prevent the collision, ran into the junk, is untrue.

13.—In answer to the 7th paragraph of the said petition, I admit that the main mast of the junk with which the *Tunis* was in collision fell on the steamer. I deny the truth of all the remaining statements in the said paragraph, except that I admit that the junk with which the *Tunis* was in collision sank; and I have no knowledge whether two of the people on board her were drowned or not.

Judgment was delivered on the 13th

inst. His Lordship in the course of his

judgment said:—The learned counsel for

the defence, said I must either believe his

evidence, or believe that all his witnesses

—five of them being Europeans—are perjured. I answer that I am not called upon

to do anything of the kind—although, if it were necessary, I should not shrink from

the alternative, painful as it must be; but

I have the authority of the learned Admiralty Judge who tried the case of the *East Lothian*, for saying that "we must always in these cases endeavour to come to a conclusion without imputing perjury to the one side or the other." I think I can come to such a conclusion in this case. I have said that I feel bound to give a preponderance to the evidence of the plaintiffs; and I have stated my reasons for so doing; and I am of opinion that he has sufficiently proved his case *scundum allegata et probata*. I do not wish to put him higher than this. I do not say that I satisfied the plaintiffs' junk—which was lying at anchor unobserved by him on his port side, and here I must notice a point that was not taken or even noticed by either side on the trial. If this was so, it has yet to be accounted for how the mast of the junk fell over the starboard side of the steamer. I account for it in this way, that the way of the steamer having been partially stopped by the engines being moved full speed astern, the collision with a vessel at anchor fully stopped the steamer, and that before the mast fell she was swung to the stream or current, in which case she, after striking the junk on her port bow, would present her starboard side to the junk, and thus receive the falling mast on her starboard bow. I think I am bound also to account for the sail appearing, if it did appear, on the deck of the steamer. A sail is ordinarily secured by stays, a sail is hoisted or lowered by halyards which are made fast to the bits or cleats fixed on the sides or bulwarks of the ship. As soon as the mast was detached from the junk, that is, torn out of the junk by the collision, and balanced as it were on the fore deck of the steamer, the moment the junk sank, which it is in evidence on all sides it did do, the effect would be that the halyards fast to the bits or cleats would sink also, and the immediate result would be that the sail would be raised by its yard, acted on by the sinking halyards, to the block on the top of the mast, with the same rapidity as the junk sank and to the same height until the halyards gave way, which of course they would on the first check, and in this way, as the junk sank, so would the sail and the yard rise on the mast. Moreover, it must be remembered that the sail was not furled in the sense that Europeans understand by the term furling; it was simply lowered, and not lowered on to the deck by the *Panama* steamers. Peru produces the best Sugar in the world, and a demand for the product here would do much to encourage and develop this leading industry there. There is no reason why we cannot use large quantities of Nitrate of Soda from Peru and Linseed from Chile, and in turn supply them with manufactures now so largely imported from Europe. The object is certainly worth the effort.

THE CHINA MAIL.

however, of evading legal enactments, and it is believed that such a way has been found in the enterprise which has been formed under the name of the *Panama Transit Company*. At any rate, the movement has been so far successful as to indicate a bona fide attempt to start an opposition line. The pioneer steamer of the new line has actually sailed from New York. She is a comparatively new iron propeller of 1,600 tons, bearing the name of *South Carolina*. She left New York on the 3d direct for Panama via the Straits of Magellan, and is expected to arrive some time next month. The steamers *Georgia* and *Clyde* will follow this month. A steamer will leave New York about the 7th April for Aspinwall to connect at Panama with the *South Carolina*, which will immediately proceed to San Francisco. The line at first will be semi-monthly. Negotiations are pending for the construction of five new iron propellers of large class, and by the 1st of January next, it is hoped there will be four steamers per month. This is certainly one of the most inviting fields for such an enterprise that can be presented. Every year the transit trade between New York and the East Indies must steadily increase. The traffic already severely taxes the facilities of the railroad and the present steam line to Panama. The business ought to double within ten years. The trade to Australasia will also contribute to the same end. Then there is the commerce with Mexico, Central, and South America. Comparatively little of this trade is enjoyed by the United States, whereas the bulk of it may be transferred to this country with properly directed effort. Mexico and Central America abound in rich natural resources, and all the prominent ports should be regularly visited twice a month by the *Panama* steamers. Peru produces the best Sugar in the world, and a demand for the product here would do much to encourage and develop this leading industry there. There is no reason why we cannot use large quantities of Nitrate of Soda from Peru and Linseed from Chile, and in turn supply them with manufactures now so largely imported from Europe. The object is certainly worth the effort.

A PERFECTLY WELL-DRESSED WOMAN.

She was not beautiful, nor even pretty; she had not even a fine figure. But as she approached the august presence I was conscious of a subtle sense of pleasure.

As she came nearer and nearer, this increased, and when it became all too certain that it was not her beauty which awoke this delightful sensation, there was a moment of thoughtful hesitation, and then it became clear enough that it was the woman's dress that was so beautiful, and that it was the extreme rarity of that particular kind of beauty which made the sensation. Of course we must tell what this dress was. It was a simple loose gown high upon the shoulders, girded closely but not tightly at the waist, and falling in light easy folds not to the ground, but nearly to the ground behind and not quite so low before, so that as the woman walked not even the hem of her garments swept the sidewalk. There was not a flounce, or a plait, or a patch of trimming of any kind upon the dress, the skirt of which was simple enough to afford perfect ease of motion and to be graceful, but was not full, was not tied back, did not hang over a bustle, and there was no overskirt. The material was muslin, or some cotton stuff, and it was not starched. It did not stand stiff, or break up into patches, or make a rustling and a crackling as she walked. It was soft in texture, and in its outlines, and noiseless. Had it no ornaments at all? Yes, indeed. Around the bottom hem, at the wrists and at the throat there was a narrow figured border of blue, beautiful in design and color, which gave the dress a perfect finish, and was attractive in itself, without being at all obtrusive. Over this dress she wore a bright, light garment of the same material, sleeveless and to the hips. The costume might have been worn by a Greek woman, Aspasia herself, to the delight of Pericles, and yet there was nothing about it which seemed out of or even strange, except its simple elegance.

COMMERCIAL.

Hongkong, April 21.

The market for Bengal Opium has been languid during the short interval that has elapsed since last notice. The high cost of both New and Old Patna appears to be the chief deterrent to operating beyond what is needed for actual wants; and this appears to be more against the old drug,



Mails.

STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Medi-
terranean Ports, Southampton
and London;
Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
MONGOLIA, Captain A. COLEMAN, with
Her Majesty's Mail, Passengers, Spices, and
Cargo, will leave this for the above places,
on SATURDAY, the 22nd April, at
Noon.

CARGO will be received on board until
Noon; SPECIES and PARCELS at the
Office until 2 P.M. on the 21st Idem.
For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrec-
tions on such declaration.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods ship-
ped by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. MOIVER, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 13, 1876.

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
\$16,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

EDWARD NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TALES

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & Co.,
Agents.
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Markets, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBERG & Co.,
Agents Hongkong & Canton.
Hongkong, January 4, 1877.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES,
JAS. B. COUGHTRIE,
Secretary,
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai and
Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 on reasonable terms.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

YANGTSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

NOTICE.

After this date, the above Association
will allow a Brokerage of Thirty-
three and One Third per cent. (33%) on
Local Risks only.

RUSSELL & Co.,
Agents.
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adopting rates at current rates.

A Discount of 20% allowed.

ROLLED WHISKY.
\$12 per case (1 dozen).
FOR SALE BY HEARD & Co.
Hongkong, June 22, 1875.

DUCE DE MONTREBELLO CARTE
BLANCHE CHAMPAGNE.
Quarts, \$15 per case (1 dozen).
Pints, \$16 " (3 ")
5 per cent. discount on 25 cases.

Bourbon WHISKY.
\$12 per case (1 dozen).

FOR SALE BY HEARD & Co.
Hongkong, June 22, 1875.

MANCHESTER FIRE ASSURANCE
COMPANY.

IN CONSEQUENCE OF THE REDUC-
TION OF THE PRICE OF THE
"SHANGHAI COURIER AND
CHINA GAZETTE."

IT WILL BE THE
CHEAPEST DAILY PAPER IN CHINA

and at a large
INCREASE OF CIRCULATION

May be confidently anticipated, the
ADVANTAGE TO
ADVERTISERS

is obvious.

HOLLIDAY, WISE & Co.
Hongkong, JUNE 8, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSUR-
ANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Undersigned having been appointed
Agents for the above Company in
Hongkong, China and Japan, are prepared to
issue Policies of Marine Insurance, payable
in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—TWO MILLIONS STERLING.

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an Interest Dividend of 15% to Share-
holders on Capital, and thereafter distri-
buted among Policy holders, annually, in
cash, all the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

ADAMSON, BELL & Co.,
Solicitors for the Executors.
2, Club Chambers,
Hongkong, February 22, 1876.

CAPITAL AND SURPLUS, 800,000 TALES

THE SCOTTISH IMPERIAL
INSURANCE CO.

CAPITAL—T